

Joshua Young
Air Safety Investigator
AS-ERA

Date: 9/21/2023
Subject: ERA23LA375, Student Pilot Statement
Contact: Wendi Wells

Dr. Wells was the solo student pilot involved in the accident and emailed the following statement to the IIC on 9/20/2023 at 1305 eastern daylight time.

"The morning of 9/18/2023 I woke up after approximately 7.5-8 hours of good sleep. I had a protein bar and a glass of water. I felt motivated for the upcoming flight with the hopes of getting to perform my solo. I was in excellent health and had not consumed medications or alcohol. I checked the METAR for KINT and the weather was favorable.

I arrived at KINT early and was placed in N1451U, a Cessna 152 M model which I had flown at least once before. It was not N71409, another M model, in which I have been flying but I felt comfortable with the switch. I performed a thorough pre-flight inspection and found the aircraft to be airworthy. My CFI also performed a pre-flight inspection, and we began pattern work.

The ATIS called for winds from 290 @ 5 kts. We were assigned Runway 4 left pattern. It was early in the morning and there was minimal traffic. My CFI and I completed 4 laps in the pattern together which were uneventful. On one landing, the ATC operator asked us about our brakes making a skidding sound. The CFI and I agreed that I had simply braked a little hard. All other landings were at the appropriate target spot with nothing out of the ordinary. He felt comfortable with letting me solo (as did I) and I dropped him off at the tower ramp. We advised the controller that I would now be performing my solo. He assigned me runway 4 again with left pattern. I performed the first solo successfully and taxied back to runway 4 for

my second solo. During this lap, my downwind was extended. I have practiced extended downwind previously so was not bothered by this occurrence. He called my base not far from the normal turning point and I adjusted pitch and power accordingly. I had a stable approach and was on centerline perhaps slightly above glide path. During landing I experienced a slight balloon which I held until the plane settled. At that point I am not entirely sure what happened, but I believe I had a slight bounce that landed in a partial crab to the right. When I attempted left rudder to correct, I may have applied the brake which led me to skid left. At this point I was going into the grass and attempting to dodge signs. I eventually hit one of the signs and careened into taxiway Juliet where the plane came to stop, teetering on the left wing. I pulled mixture and throttle, turned off the master switch and removed the key. I exited the plane to the right after notifying the ATC operator that I was uninjured.

Wendi Wells"